

Highway to Albany

CONOF Historic Interest

AT Rents Took Place on Both Sides of the River

ered by Hudson—Scene of Major Andre's

Auto Capture—Revolutionary Landmarks.

By ALEXANDER STODDART.

Wherever history was written big, or wherever a dent was made in the historical towns along the Hudson River from New York to Albany, the United States Tire Company has commemorated the event by placing a historical bulletin board as near the site as possible, telling what happened there and by whom the leading parts of the drama were played.

Long before Henry Hudson (sometimes called Hendrick Hudson), in his effort to find a passage to India, sailed up the river which now bears his name, a natural settlement existed. Albany is one of the oldest towns in the United States; probably, next to Jamestown and St. Augustine, it is the oldest settlement in the Union if the thirteen colonies only are included.

Incidentally Jamestown can be thrown out because that town was deserted in 1676, and Albany's actual settlement is older than Plymouth, for about 1500 the French set up a trading post on the site of Albany, Hudson, sailing north of the site on his memorable 150 mile journey up the Hudson in September, 1609.

Like Jamestown and other old historical towns of America, Albany too was abandoned for a time in 1629 as a result of the war with the Mohawks.

In 1614 the Dutch established a factory on Castle Island called Fort Nassau, in 1617 the people moving to the mainland, calling the settlement Beverwyck.

These first settlers of Beverwyck and Fort Orange (now Rotterdam) called Albany in honor of the English capture of the city under the authority of the Duke of York and Albany, were Walloons, Huguenot refugees from Belgium.

Incidentally, Peter Minuit, first Director-General of New Amsterdam (New York), was a Walloon, and he had a hand in the direction of the colony of Fort Orange, whose principal buildings in 1617 were near the present capitol.

In the early days of Albany the town was a stockaded rendezvous, arsenal and hospital, and place of refuge on the border of the first Provincial Congress, which formed "a plan for the proposed Union of the several Colonies." In 1777 Albany was the objective point of Gen. Burgoyne.

Both Sides of River Historical.

Events like this the United States Tire Company has featured on these roadside bulletin boards, which are made in the form of an open book with the line "The History of the United States" printed on one "page" the other the "page" containing a simple advertising statement that "United States Tires are Good Tires." This is the only advertising that appears on the "story book," and to make the illustration of the "open book" the more real, a ribbon book mark appears on the right hand page, and at the corner of the board is an ink well with a quill feather pen sticking out of the bottle to further add to the illusion of writing the "History of the United States."

Both sides of the Hudson River are historical, whether one goes up the more popular east side of the river from New York to Poughkeepsie and to Albany or comes down the west side of the river by way of Albany, Kingston, Newburgh and through a section of New Jersey into New York.

The New York-Albany section during the American Revolution furnished many stirring incidents, West Point being an objective of the British army, the surrender of this fortification being forever associated with the traitorous conduct of Benedict Arnold.

It was for carrying on negotiations with the traitor Arnold that Major John Andre, for a time an Adjutant-General of the British army serving under Sir Henry Clinton, gave his life in the gallows erected at Tappan, N. Y., October 2, 1780, having been condemned to death as a spy by six Major-Generals and eight Brigadiers of the Continental Army.

It is under the name of "John Andre's" that Major John Andre conducted negotiations with Gen. Benedict Arnold, who up to that time had made a noteworthy success of his career in the cause of American liberty. The negotiations for the surrender of West Point have resulted in a stigma attached to Arnold's name that can never be erased.

It was on the night of September 21, 1780, that Major Andre met Benedict Arnold in the woods near Stony Point and breakfasted with him in the home of Joshua Smith, who was not privy to the plot.

Arnold gave Andre six papers containing full and explicit explanations of the defenses at West Point, and proposed that Andre should return by land or by water. Andre chose the land, which led to his undoing.

It was contrary to Gen. Clinton's orders that Andre adopted a disguise: it was contrary to Arnold's orders that Smith left him when he reached the British line.

After Andre left Smith he met three men in the road and started a conversation as a result of which the names of these men shine out brilliantly in the firmament of the American Revolution—John Paulding, David Williams and Isaac Van Wart.

Paulding, Williams and Van Wart were suspicious of the stranger, and the conversation led to a belief in Andre's mind that the men were Tories, further conversation confirming that belief so that he announced himself as a British officer. The men immediately ordered him to submit to an investigation, and in his stockings were found the six papers telling of the defenses of West Point.

The Continental Congress decided that the conduct of Paulding, Williams and Van Wart demanded more than a recognition of a silver medal awarded to each, and authorized an annuity of \$200 for each of the patriots.

Going to Albany on the popular route on the west side of the river takes one through a number of historical towns. Crossing the ferry at Dyckman street, the route takes one through Englewood, "Peacock, Hackensack, Arden, Paramus, Hoboken, Wadsworth, Allendale, Ramsey, Mahwah, Suffern, Ramapo, Sloansburg, Tuxedo, Southfield, Central Valley, Highland Mills, Woodbury, Valatie, Newburgh, Middle Hope, Marlboro, Milltown, Highland, Hopewell, Uster Park, Fort Ewen, Kingston, Saugerties, Malden, Poughkeepsie, Catskill, Athens, Conaackie, Havana and Cedar Hill to Albany.

Coming down on the east side of the river the highway leads to Roseton, East Greenbush, Valatie, Kinderhook, Roseton, Poughkeepsie, Stockport, Statenville, Hudson, Livingston, Blue Store, Clermont, Upper Red Hook, Red Hook, Rhinebeck, Staatsburg, Hyde Park, Poughkeepsie, Wappingers Falls, Fishkill, Peekskill, Buchanan, Montrose, Croton, Harmon, Ossining, Scarborough, North Tarrytown, Tarrytown, Irvington, Dobbs Ferry, Hastings-on-Hudson and Yonkers to Little Old New York.

It is interesting to recall as the motorist leaves the Dyckman street ferryboat and passes through Englewood that town was a frequent stopping place of Gen. Washington during 1776 just before the retreat "across the Jerseys" took place and again in 1780 when Tappan was threatened.

Passing through Hackensack, which incidentally was settled by the Dutch in the latter part of the seventeenth century and during the Revolution was occupied in turn by the British and American armies, it is associated as the town that Washington's Army encamped on November 14, 1776, and the place where, on November 19 of the same year, Greene's army, having evacuated British and Hessians out of this State, fought the "Battle of Red Bank," both armies hiking west to the Delaware River, where, ultimately by the victories of Trenton, Princeton and Monmouth, they were destined to drive the British and Hessians out of this State.

Twenty-four miles from Columbus Circle is the "Peacock," which signifies in the Indian language of the Lenape-Neapenas is the Delaware tribe of Indians, who formerly dwelt here and who were members of the tribe that Hudson described as being "peaceful Indians."

A short distance further along the "Highway" is Suffern, noteworthy in the Revolution as being the place where Gen. Washington deceived Sir Henry Clinton by allowing him to capture a Continental officer with documents intended to frustrate the enemy.

Sixty-five miles from New York along this route is Newburgh, Gen. Washington's headquarters from March 1782, until August 19, 1782. Incidentally it is worth while to make a visit to the Hasbrouck house, which Washington once occupied in Newburgh and which is now used as a museum for Revolutionary War relics. It was here that Lewis Nicola made the suggestion to Washington that he should become king, a proposition "turned down" by the Father of his Country.

A Tire Record

EVERY time the clock ticks off a minute enough tires to equip seven and one-half automobiles are made in Akron. It took less than five months to swing tire production from a stage that was dwindling to a rate even lower than that of 1913 to the "Tire every two seconds" gain now in effect, says the B. F. Goodrich Rubber Company.

One may perhaps more easily visualize the magnitude of Akron's tire production by a comparison with Detroit. Akron makes tires enough in one minute to equip all the cars turned out in Detroit in seven and one-half minutes. This is borne out by recent reports from Detroit, which say that city is now back at the old automobile-a-minute stride.

And now Akron is getting ready for even bigger expansion. She is preparing to meet the full demand of the tire buying American public with a production schedule that will eclipse all previous records. The transition from a war basis, when dirigible balloons, gas masks, army rubber boots and raincoats were turned out in tremendous volume, was made in Akron without a dent in the remarkable industrial organization of the city.

Unlike many other cities, Akron has a distinct labor shortage. This sign near the entrance of the Goodrich employment department characterizes the situation: "We have a job for all returned soldiers and sailors." Intense activity in building homes to care for the returning soldier is a substantial evidence of the prosperity ahead for "the world's rubber center."

PRINCE OF WALES TO OWN RACING STABLE

His Turf Adviser May Be Lord Londale.

LONDON, Jan. 31.—Followers of horse racing are keenly interested in the rumor that the Prince of Wales contemplates purchasing the nucleus of a racing stable and may commence operations at the opening of the next flat season. His turf adviser may be Lord Londale, who owned two Derby winners in Perimeter and Diamond Jubilee.

The late H. M. Dorring, clerk to the Epsom and Brighton racecourses, whose family has printed the Epsom race cards since 1822, left an estate valued at \$469,550.

Lord Derby, who finished second in the list of winning owners last season, has a useful string to start the coming flat racing season with fifteen highly bred yearlings in training at Stanley House.

Grand Parade, last year's sensational Derby winner, starts his stud career next season at Exning House, Newmarket, which his owner, Lord Glancaster, has just bought from Lord St. Davids. His advertised fee is \$2,000, the same as those famous horses Gay Crusader and Gainsborough.

IN JOINT DEBATE

A. H. Couden Gains Verdict Over W. H. Gocher.

A. H. Couden, owner of the champion three-year-old trotter The Real Lady, 2:03, has taken off his coat in the movement to establish a new governing body for harness racing, and is addressing meetings of track managers everywhere in the interest of the new organization.

At Pittsburgh last Wednesday there was something like a joint debate between Mr. Couden and W. H. Gocher, secretary of the National Trotting Association, before one hundred representatives of the half mile tracks. When the oratory ended a resolution was adopted by unanimous vote in favor of the new association advocated by Mr. Couden.

The New York horseman will speak on Thursday in Philadelphia, where the Pennsylvania State Association of County Fairs will be in session. On February 13 he will address the members of the Bay State Circuit at their annual meeting in Boston.

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USED CAR SALE.

Crane Shipper, latest model. Hudson, 1918, Coupe Landaulet. Packard, 1917, 8 cylinder. OTTO B. MOODY, 254 West 54th St. Phone Circle 6417.

1920 Columbia 818 Sport, 5 wire wheels. 1929 Columbia 818 Special Sport, 5 wire wheels. 1919 Columbia 818 Sport. DEMONSTRATOR. HENRY J. BOKOR, 2 CENTRAL PARK WEST, COLUMBUS 7118.

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CLOSED CARS.

Franklin 9-B sedan; Hudson 1917 sedan; Dodge sedan; 1917, 8 cylinder; Cadillac "57" Lim.; Studebaker coupelet; White and S. W. MAXWELL, 250 West 54th St.

AUTO CARS (3, 1917 models; equipped with Overman Cushion Tires and express bodies. White Trucks (3), 1918 models; chain drive and axle bodies. All of these cars in first class condition; bargain for quick buyers. Inquire at Broadway 57, New York. Phone Market 1808.

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PACKARD HEARSE, glass, including drapery. 1918 JOHNNY CHARRA, 203 Washington St., Hoboken, N. J. Tel. 2182.

PRIVATE Limousine for hire by week or month, driven by owner. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St. Tel. 235 J. Newtown.

FRANKLIN 9-B SEDAN, 1919; like new; low mileage; exceptional opportunity; prompt sale necessary. HERRMAN, 250 W. 54th St.

FOR sale—Pierce-Arrow 6-28 1916 town car; maroon; Brewster body; good condition, newly painted; also touring body. Tel. Lenox—3.

NASH coup truck, two ton, 1915; very fine condition; 1500 easy turns. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

CHEVROLET sedan, baby grand, 1919; chain drive; new offer; wanted. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

PIERCE-ARROW limousine, seven passenger, series 3; like new; make offer. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

"MITCHELL" cabriolet, 1917, three passenger. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

CADILLAC suburban sedan, 1919; used only few weeks. Audubon—5121; no dealers.

MAXWELL, 1919 touring, good as new; many extras; big bargain. Private Garage, 159 Monroe st., near Nostrand av.

OVERLAND, 1918, model 90, 6 passenger, excellent condition. 1498, Sloan, 2193 Main st., Bridgeport, Conn.

CADILLAC—1915-16 Limousine, 1917 Touring, 1916 Roadster. HERRMAN, 250 W. 54th St.

CADILLAC, 1917, town car, five wire wheels, for sale; bargain; no dealers. Phone Bryant 252.

CADILLAC "57" Sedan; "51" Landau; bargains. Cook & Macdonald, 629 5th av.

MAXWELL sedan, 1917; five passenger; like new; make offer. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

DODGE 1918, five passenger; like new; make offer. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

BUICK cabriolet, Little Six, 1917; like new; make offer. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

STUDEBAKER sedan, 1917, seven passenger; like new; make offer. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

DODGE sedan, 1917, five passenger; like new; make offer. NEW AMSTERDAM STORAGE WAREHOUSE, 211 West 57th St.

CARROLL 7 passenger 6 cylinder 1918; special heavy rear construction; Studebaker ideal all year car; top with drop down; should be seen. Store, 1254 Bedford Ave. Brooklyn. Phone Prospect 347.

PACKARD 1918 TOURING. Condition new; low mileage. STARK, 21 West 52d St.

LOCOMOBILE 1919. Limousine, used for touring; condition new; low mileage. STARK, 21 West 52d St.

PIERCE 1918, 48 TOURING. Condition guaranteed. STARK, 21 West 52d St.

OVERLANDS AND WELLS-KNIGHTS. Standardized; all models; open averages. WELLS-OVERLAND, Inc., 7 W. 42nd St. Phone 4211.

CADILLAC 1917, touring, 5 wire wheels. Cook & Macdonald, 629 5th St.

HUDSONS "Super Six" 1917 Limousine and Touring, F. D. HOMAN, 355 West 51st St.

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